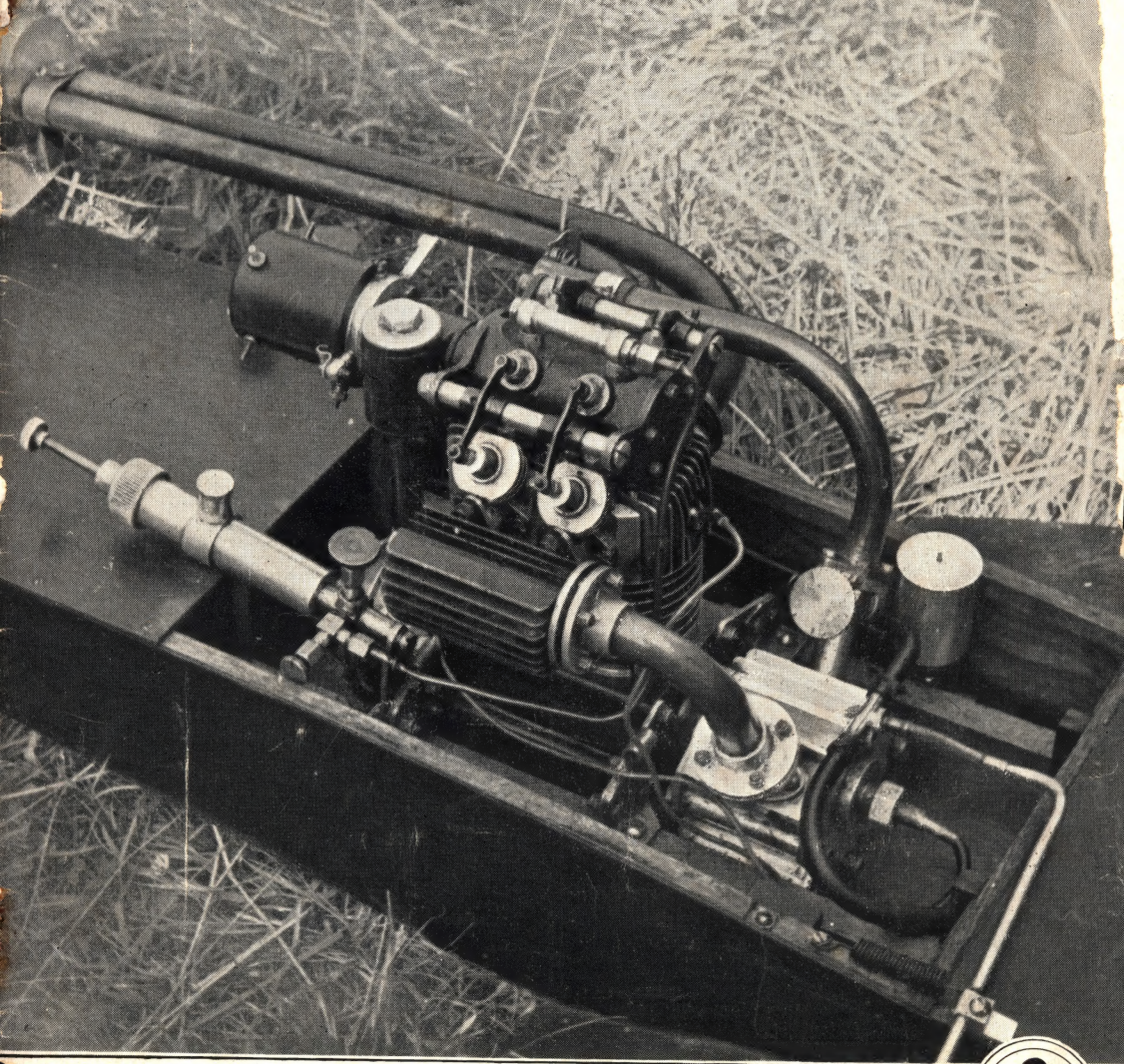


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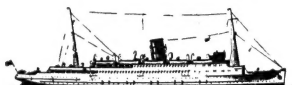
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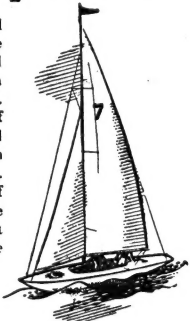
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Model Ships and Power Boats

VOL 2 No 22

OCTOBER 1949

PERCIVAL MARSHALL & CO. LTD. 23 GREAT QUEEN ST. LONDON W.C.2

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The Ship's Log

Our Cover Picture

The engine shown in this photograph is the twin-cylinder overhead camshaft supercharged engine of Mr. B. Miles' "A" Class boat *Barracuda II*. This engine is of outstanding interest, not only as an example of advanced technical design, but also for its high efficiency. It was built during the war, and was first exhibited at the 1946 *Model Engineer* Exhibition where it was awarded the Westbury Prize for original design.

Mr. Miles is a member of the Malden Society of Model Engineers and has experimented with boats for many years, though it is only comparatively recently that his efforts have achieved any notable success.

The "M.E." Exhibition

The Exhibition this year proved, if proof were needed, that ship modelling is more popular than ever and that as a branch of model-making it numbers more devotees than any other. The number of entries at the Exhibition was considerably in excess of that of any other section of modelling. Perhaps, this is due to the great variety of interests in ship modelling. The artist can make a scenic model showing a ship in its natural setting—and most ships are sufficiently beautiful to command the interest of any artist. The man with a taste for mechanics can exercise his talents in creating a finely detailed power plant and in fabricating the many derricks, winches and other mechanical devices to be

found on a ship. The experimenter can try out the effect of various hull forms and their behaviour when driven at different speeds by power plants of various designs and capacities. The craftsman with sporting tendencies can build racing hydroplanes or yachts and pit his skill both in design, construction and sailing against his fellows in the numerous regattas held during the season. The miniaturist finds endless scope due to the fact that the ship is one of the largest and most complex of man's creations to attract the model-maker, and thus the scale is correspondingly smaller, a reduction of 500 to 1 being quite common.

The Club Team Cup

It is interesting to note that the Club Team Cup was won this year by the Birmingham Ship Model Society with 16 points, and that the runners-up were the Sheffield Ship Model Society with 14 points. Another score for ship modellers and an indication of the high standard of their work.

A New Club in Durban

We have had a letter from the Rev. Hedley Parks in which he states that prior to the war he was Chairman of the Model Ship Lovers' Club, of Cape Town. Since serving in the war as Chaplain on hospital ships, he has settled in Durban and is hoping to form a model ship lovers' club in that city. He would be glad if those interested would communicate with him at The Manse, 284, Florida Road, Durban. Telephone 39414.

*MODEL HYDROPLANE HULLS

Their design and construction

by Edgar T. Westbury

THE next stage in the construction of the 24 in. hull is the attachment of the bow piece and transom, both of which are fairly straightforward operations, but nevertheless call for reasonable care. In cutting the notches in the bow piece, which is best done with a narrow chisel (though it can be done with a good pocket-knife), it is best to mark them out "on location," or in other words, directly from the partially assembled frame, and cut them on the narrow side, paring out the sides as required, until they will just push home on the ends of the members without any tendency to spring the latter out of their normal position. They are then

The choice of screws or nails as a means of fixing the hull structure is always a matter for dispute, but it may be said that either is permissible and will give good results if properly applied. Except for their use in one or two of the salient points of the structure, the expense of screws is rarely justified, and I have never seen any advantage in using hundreds of them to hold the hull covering on. Whether screws or nails are used, however, it is always advisable to drill holes to take them so as to ensure that they follow the intended direction, and avoid risk of splitting the light timbers. Remember that a split timber is forever seriously weakened, and a

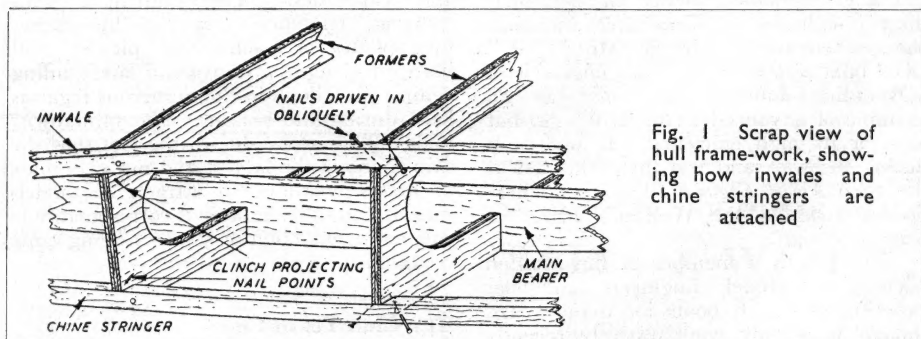


Fig. 1 Scrap view of hull frame-work, showing how inwales and chine stringers are attached

glued in place, and further secured by small gauge screws or panel pins.

Before fixing the transom in place, make certain that the nailing strips on the gusset plates at the ends of the longitudinal members are quite true and free from "Wind," so that the transom seats evenly on them. Its location should be carefully adjusted so that it is symmetrical, square with the bearers, and aligned with the hull formers when sighted along all four sides. The use of light clamps to hold the transom in place, so as to allow of adjustment if necessary, is a good policy. It also permits location of the holes for nails or screws, and drilling them in place. After this the structure should be dismantled and glue applied to the joint faces prior to permanent erection.

nail or screw which doesn't hold is worse than none at all. Nail holes should always be a little smaller than the nail itself (make a preliminary trial on one or two odd bits of scrap wood), and wherever possible, use nails long enough to pass right through and clinch on the inside. Brass nails or panel pins are recommended, although steel is permissible as the hull is not in contact with water long enough to run the risk of serious corrosion. A small drill held in a pin chuck is suitable for drilling many of the holes for small pins, and handier than using a brace in many cases, as it can be used with one hand—simply twirling the pin chuck between the thumb and finger—leaving the other hand free to hold the parts in place. For tiny panel pins as used for holding on the hull covering I have found the handiest tool to be a small bradawl, made by soldering

*Continued from September issue, page 133

a broken darning needle into a metal handle and honing the projecting end to a chisel edge.

After the above mentioned parts have been secured, it is advisable to give the glue time to set before proceeding further with the hull construction.

Inwales and Stringers

As already mentioned, these should be made of a material suitable for steam bending. In view of the fact that the curves of this particular hull are very mild and in no case introduce anything like the difficulties encountered in the

located so that the spout of a kettle can be introduced into one end, when the latter is resting on a gas-ring, or other method of heating. I use an old electric kettle, which has the merit of portability, and avoids the need for an open flame in the workshop. The remote end of the pipe should preferably lead to an open window or other free air vent to avoid filling the room with steam.

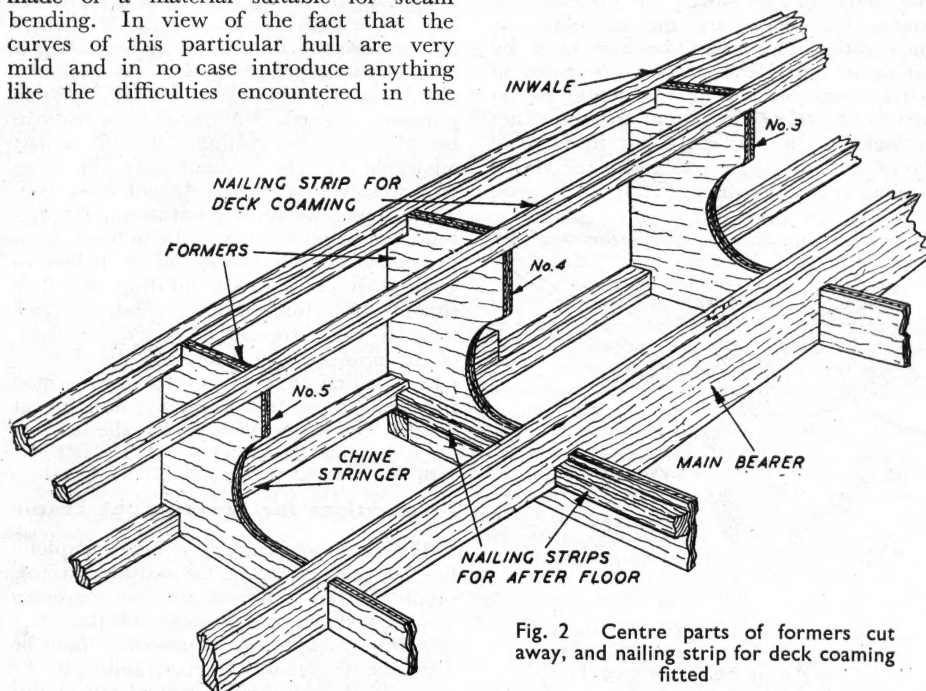


Fig. 2 Centre parts of formers cut away, and nailing strip for deck coaming fitted

building of more orthodox types of power or sailing boats, the constructor may be tempted to dispense with steaming and just spring the members into position. It is not, however, advisable to do this, as it involves a risk that unequal stresses may be put into the structure, and cause it to go out of truth, either initially or at some later stage. In boat building of any kind, it is always advisable to aim at producing a basic structure or skeleton, which is completely free from locked-up stresses.

The simplest method of steaming the strips of $\frac{1}{4}$ in. square timber is to improvise a "steam tunnel" which may consist of a length of metal pipe, not less than that of the longest piece of wood to be treated, say about 30 in. and about 1 in. internal diameter, so that all the strips may be put into it at once. This is suspended in a horizontal or slightly inclined position,

Pack the strips into the pipe, with spacing blocks between them, so that the steam flows freely all round them. Keep the kettle boiling briskly, and the steam flowing through the pipe, for about 30 minutes, by which time the wood, if of a kind suited to this treatment, should be thoroughly pliable—practically capable of being "tied in a knot," in fact.

While this process is going on, the hull frame may be prepared for the reception of the side members. The notches in the bow piece should be pared out, a spare piece of strip wood being used for fitting, and the notches in the formers and transom filed or pared in such a way that the members will bed down in them nicely. It will be obvious that these notches will not be square with the edge of the formers, but slightly on an angle, increasing towards the bow and the stern.

The steamed strips should be removed from the tunnel one at a time, as they are required, and bent with the fingers so that they will lay evenly in all the notches, conforming to the curves in both the horizontal and vertical planes. It is most essential that a natural sweep is obtained and if the curves are found to be "kinky" or uneven when the strips are pressed down into contact with the formers, it is clear that some of the latter, or at least the notches in them, are out of place or inaccurate. This must be corrected by paring or filing the notches—in cases of extreme inaccuracy it may be found necessary to fit packing in one or more notches to make up a low spot—but in no case should care be spared to make the frame as shapely as possible. Fit the bow end

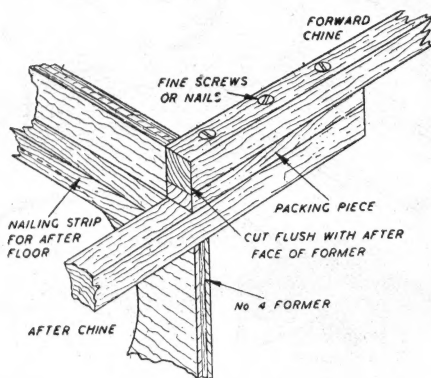


Fig. 3 Chine stringers overlapped and spliced with packing piece to make up height of step.

of each strip to fit closely into the notch of the bow piece, and clamp or tack it temporarily in place, screwing it in a similar way at the transom. The strip should then make close contact with all the other formers, and by sighting obliquely along the corners of the frame, any bulges or depressions will immediately be detected.

The inwales, or "deck stringers," should be attached first; these are continuous from bow to stern. In fixing them, the convenience of the particular type of building jig will be apparent, as it enables the frame to be held beam ends on, providing maximum facility of access and ability to see what one is doing. This is not possible with the conventional type of building board.

The chine stringers are each made in two pieces, the after end parts being dead straight in the plane of elevation, but

curved horizontally towards the stern. They extend forward of the step for a sufficient length to make well lapped splice joints with the forward parts of the stringers, a strip of wood being interposed between the two parts to make up the height of the step, as shown. The joint is glued, and further secured by three or more nails or screws.

It is particularly important to make sound fixings of the inwales and stringers to the bow piece and transom. If the fit in the notches of the formers is good, fixing is relatively unimportant at these points, and a glued joint would suffice for all practical purposes, though additional security can be obtained by nailing. But it is not advisable to nail straight into the edge of three-ply as the nails do not hold well, and are more likely to separate the laminations. The nails should be put in at a pronounced angle, holes being drilled to guide them and to avoid splitting, and they should be clinched by bending back towards the direction of entry. In view of the possibility of displacing the formers when nailing it is a good policy to glue the stringers on first assembly, and except at the bow and stern, defer the nailing until the glue has set.

Preparations for Covering the Frame

The skeleton structure is now complete, but before covering it, the outside surfaces should be faired off, so that the covering will bed down evenly everywhere. Any cleaning up of the structure which may be desirable to enable a good finish to be obtained should also be carried out at this stage, as it may become inaccessible when the hull has been covered.

When the hull design was first described in *The Model Engineer*, I explained how the structure could further be lightened without impairing strength, by such methods as routing or fretting out the bearers, bow piece, etc., at points where no stresses are involved, and by stop-chamfering the inwales and stringers between formers. While this is quite a sound policy, and a hull in which such attention to detail is shown is quite a credit to the constructor as an example of conscientious woodworking, few examples of it have been actually produced. It may be questioned whether special measures of this nature are worth while, as the saving in weight is not very great and the hull is already light enough to conform with all practical requirements.

(To be continued)



L. H. FOSTER

writes the
third of a
series of
articles on

OLD-TIME COASTAL CRAFT

THE SHERINGHAM CRABBER

THE advent of the internal combustion engine, led to the substitution of an outboard motor for the dipping lug. Later, a larger type of purely motor boat developed. The Sheringham Crabbers, peculiar to the Norfolk coast between Brancaster and Mundesley, were identical with the boats drawn on Cromer beach over a hundred years ago by E. W. Cooke.

Probably their ancestry goes back well into the Middle Ages, or even to Viking times. The double ends, hollow sections, oar ports in sheer strake, joggled framing and portable mast step characteristic of them are found in relics of Viking shipwrightry.

The boats are lightly built, having neither gunwales, framing at the ends, nor burden boards amidships, only bow and stern sheets. A parting board runs fore and aft amidships against which the bags of shingle ballast are stowed.

The dimensions of *Wild Rose* are : length 17 ft. 2 in., breadth 6 ft. 6 in. Year of build 1926. In 1937 she was one of the very few boats which had not discarded sail for an outboard motor, but by 1939 she, too, had come into line.

The model was made by the writer and is built to the scale of 1 : 16 ($\frac{3}{8}$ in. to 1 ft.). It was built from drawings made on the spot, and is one of a series of models of disappearing types of sailing fishing boats which were built to record their traditional details and equipment while the information was still available. In their final stages these boats were the result of the applied experiences of generations of shipwrights and fishermen. Their like will never be seen again.

In compiling the information necessary to build the model, difficulty was experienced owing to the fact that much of the sailing gear had been discarded. However, by examining bits of the obsolete gear in the fishermen's sheds, and by yarns with the older fishermen, the picture was gradually completed. If one has sufficient practical experience of sailing boats, fishing gear, and boat building, to be able to speak the language of the sea, one finds the men friendly and helpful. Compiling data for a model under such conditions is an interesting and enjoyable prelude to the more exacting task of building it.

*Building a Model Pilot Cutter

by R. K. BATTSON

THE deck fittings comprise, from forward aft; a stemhead roller, chain stopper and chain pipe, bowsprit bitts, capstan, forecastle hatch (dummy), channels, pinrails, bitts abaft the mast, tiller, and gallows for the boom. All of them are quite straightforward, though a few notes may be of assistance.

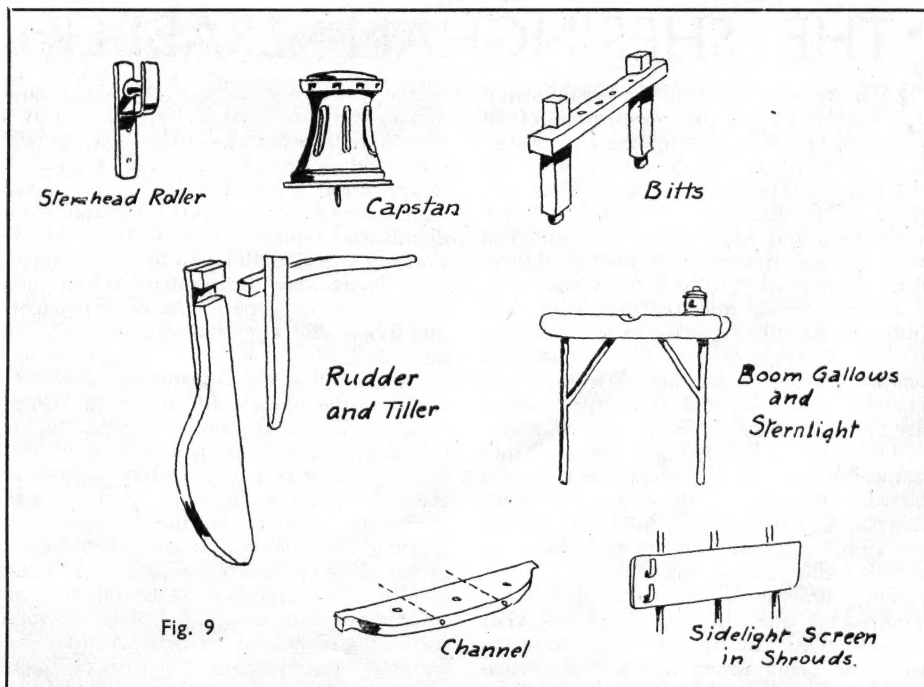
The stemhead roller may be shaped from a small piece of dowel, the fairlead being built up from soldered tin strip, and pinned to the port side of the stem. The capstan should be turned on a small lathe, if available or shaped from dowel rod with files, the whelps being subsequently glued in position, and the whole mounted on a base of thin wood or card, and glued to the deck, additional strength being given by mounting on a beheaded pin. The fore-castle hatch may be a dummy, and made up from a scrap of mahogany. The bowsprit bitts and those aft of the mast should be made up of stripwood with recesses for fitting into each other, the uprights having a small peg on each foot to fit into the

deck; the mast bitts have to stand a fair upward pull from the various down-hauls, and should be very firmly fixed.

To build up rudder and tiller, cut the rudder shape first from suitable thickness wood, and also the two cheekpieces; glue one cheek in place, and allow it to set firmly. When dry, cut through the rudder-head in two places, the width apart of the proposed tiller, chisel out the waste, and glue on the other cheekpiece. Sand off the two cheekpieces and the after edge of the rudder, and the result will be a neat mortise for insertion of the tiller after the rudder has been passed through the hull, and hinged in position with pins, suitably cut and bent into eyes.

The boom gallows may be built up of stripwood and wire, with braces soldered into position, and the whole stubbed into the deck.

The channels may be cut from $\frac{1}{8}$ in. wood, shaped to the hull, and drilled for the three deadeyes. There is a pinrail practically opposite them on each side,



*Continued from September issue, page 141

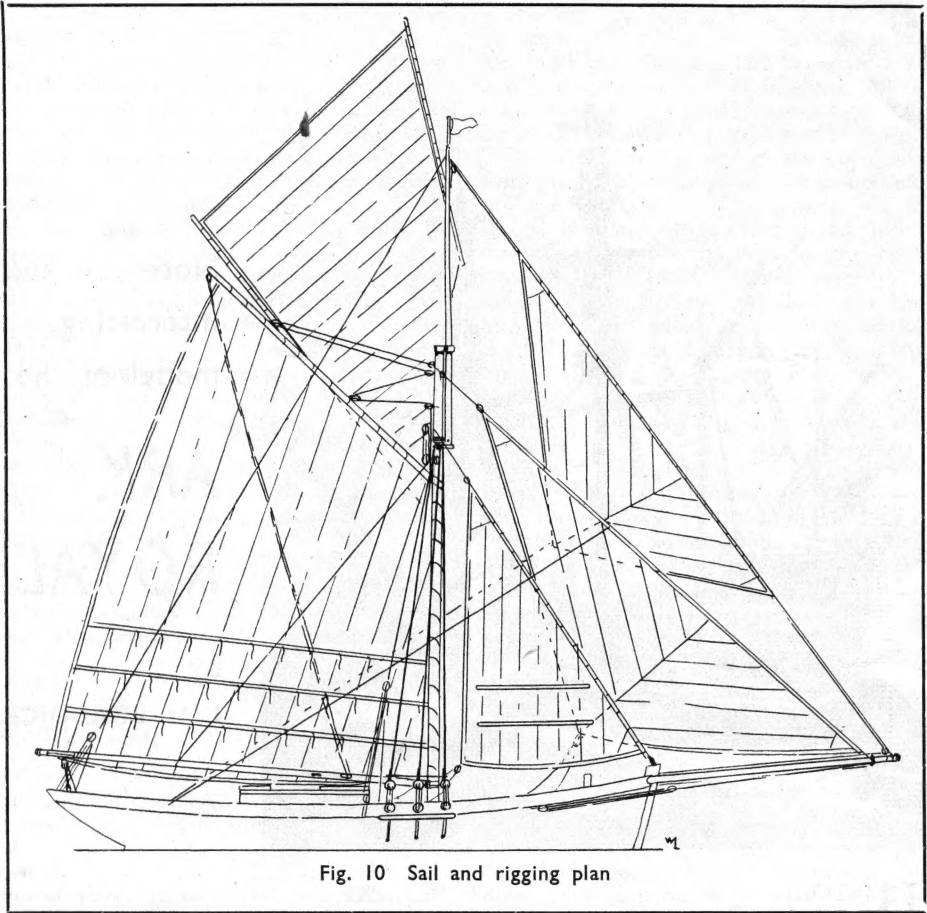


Fig. 10 Sail and rigging plan

so that channel and pinrail may be pinned through the bulwark into each other; this will give a strong fix, which is very necessary for these fittings. All these points are illustrated in Fig. 9. The deck and additions may now be varnished (with aluminium paint for metalwork) and allowed to dry while masts and spars are dealt with.

The Mast and Spars. Fig 10

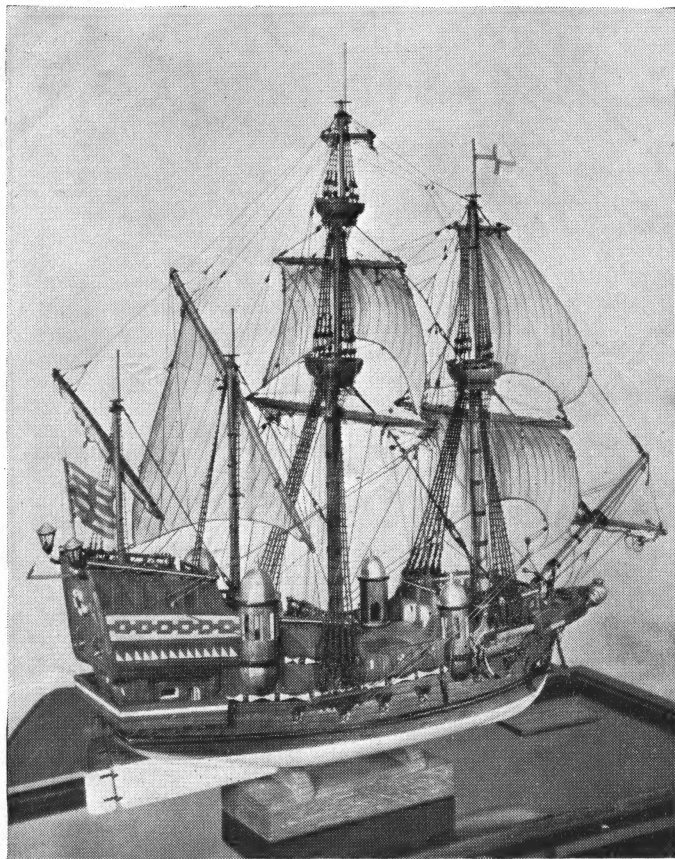
These may all be cut from suitable thicknesses of dowel rod, which takes a nice colour under varnish. For the doublings of the mainmast, keep the clearance no greater than necessary to allow the shrouds to pass; wide doublings look clumsy and unreal. The leg of the cross-tree will give the necessary space at the heel, while for the cap, a small piece of wood of the same thickness should be glued in position between the two masts, around which are glued several turns of

paper strip to represent the iron cap.

For the gooseneck of the boom, use a fairly long and fine B.A. bolt, with the head cut off, and screwed into a hole in the boom end previously drilled a fraction smaller than the bolt diameter; when firmly home, bend the bolt at a right angle, pass it through a screweye in the mast, and secure with the appropriate nut. Before inserting screweye in mast, apply a glued paper band, to represent the proper galvanised fitting. There is a small two-barrel windlass on a band around the mast just below the gooseneck, which may be shown by two scraps of shaped dowel pinned into another paper strip band and afterwards painted aluminium.

The gaff jaws may be applied separately to the gaff end, which has previously been slightly tapered.

The bowsprit (which has no bobstay), should have a three-eye spider band on the
(Continued on page 153)



Notes on an
interesting
model of the

ARK ROYAL

by

L. H. BRADDICK

HISTORICAL accuracy can be incorporated in a model galleon as the above photograph shows. Based on the inventory taken by the boatswain on September 23rd, 1588 (Navy Records Society), every detail listed was incorporated in the model even to the "parrells of the foremast" and the "pennants of the Swifters." Full details of the rigging is given in Mainwaring's "Seaman's Dictionary," 1644 (Navy Records Society, Vol. II, 1921) and "A Treatise on Rigging," 1625, from a manuscript at Petworth House, published by the Society of Nautical Research. Hull form was taken from "Fragments of Ancient English shipwrightry," in the Pepysian Library, Cambridge, which gives a sheer draught for building, *circa* 1586, together with a midship section and the method of drawing the midship bend. These important plates are now more accessible in the "Shipwright's Trade," Abell, 1948, Plates V, VI and VIII, and in "Sailing Ships," Part I, Science Museum publication,

Plates XI and XII. Lastly, there is the Science Museum model of the *Elizabeth Jonas*, for which working drawings may be obtained from the Museum, together with very fine detailed photographs (Negative Nos. 4784, 5121, 5119, 5120, 5122, 364/47 and 7227). The armament was that given in the Ordnance Report of December 30th, 1588 (Papers relating to the Spanish War—Navy Records Society, 1898, page 300), while exact dimensions were found from Sir Edward Monson's "Naval Tracts" which give the calibres of all Elizabethan guns from the Cannon Royal down to the Rabinet.

The British Museum possesses a print which is reproduced from time to time labelled the "Ark Royal" a deduction based entirely on the heraldic banner of the arms of Lord Howard of Effingham, shown in the waist of the ship. In fact, this print shows a ship carrying more sails than those given in the inventory of 1588, and more guns than those given in the Ordnance Report. Discussion in the

"Mariner's Mirror," 1912, makes it seem almost certain that this ship is the *Henri Grace à Dieu*, embellished by the engraver with Howard's banner to satisfy a public interested in such a national event as the defeat of the Armada.

This model used Visscher's print, which shows the curious side castles for flanking fire against boarding, which are referred to by Phineas Pett, in 1604, when he wrote, "Her garniture to be like that of the *Ark Royal*, battlement wise, her length of keel 28 ft. . . her breadth 12 ft." This little ship was the *Disdain*, built for young Prince Henry.

The photograph shows the high poop with the belaying pins hidden by the L-shaped rails, a feature also found in the Elizabethan model in the Royal United Services Museum as well as on the Science Museum model. The short outlicker was to flatten the bonaventure mizzen when the ship was reaching.

Few visitors to the 1948 "M.E." Exhibition noticed the interior of this model, with its refectory table in the great cabin and benches either side. The whipstaff,

which actually worked the rudder, is seen housed on the quarter-deck while the great jeer blocks for lowering the yard of the fore and main course were faithfully depicted. Four anchors were carried, two catted and fished but ready for use, and two as spares.

The sails were three dimensional, made from fine linen and blocked with steam on a milliner's hat block. The method was to sketch the shape on to the material, block the sail, and draw the lines for the bolts whilst on the block. These were then machined and the sail re-blocked when the bolt rope was fitted. Taken off again, the bolt rope was sewn and the martinets and bownlines placed in position. A final blocking with the sail painted over with clear model plane dope completed the work.

The Elizabethan age was one of England's finest hours, yet most museums are devoid of any worthwhile model of the ships that held off a powerful foe in one of the decisive battles of history. There is no excuse for any future model to lack authenticity, it is only to be hoped that its detail will be appreciated.

BUILDING A MODEL PILOT CUTTER (contd. from page 151)

outboard end, which may be made by inserting three turned-over pins in another paper strip; before shipping inboard, do not forget to slide on to it the traveller, which can be a soldered-up ring, with two small eyes spot-soldered on top and bottom. When shipped, a wire fid should be inserted

through a hole which has been drilled previously.

Slightly taper all spars and sand to as smooth a finish as possible; varnish and set aside to dry. Fig. 11 shows some of these small detail fittings.

(To be continued)

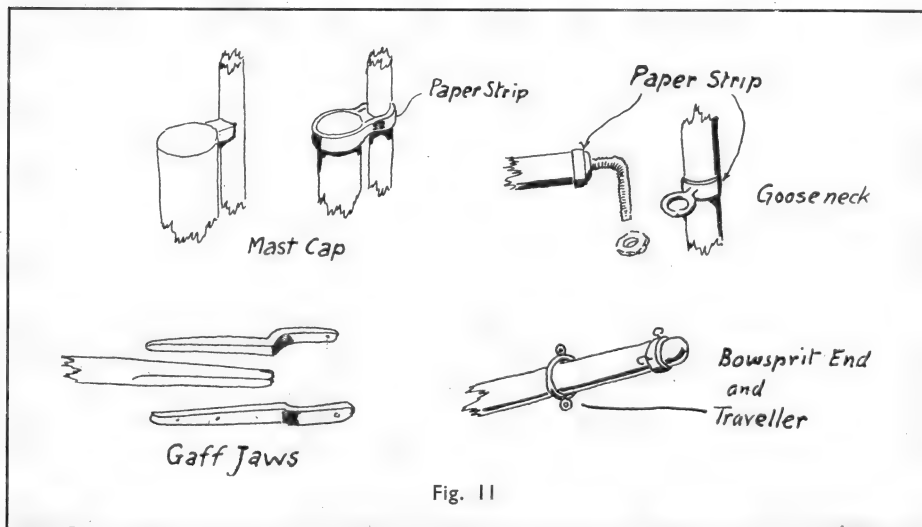


Fig. 11

FLAGS ON SHIP MODELS AT THE 'M.E.' EXHIBITION

some comments by ALEC A. PURVES

TO the flag student two facts distinguished this year's exhibition from previous ones; first, the very considerable improvement in both the choice and the making of the flags on models; secondly, the increasing use of masthead pendants on models of 18th century warships, although no modern naval craft displayed them.

For the second year in succession, D. McNarry heads the list of good flag makers, with his two miniature models—both Silver Medal winners—*Cutty Sark* and *Golden Hind* and his Loan Section exhibit of the tug

not deterred from close inspection by his warning hoist at the port yardarm—"QL" ("My ship is infected"). Among modern naval signal flags, W. Croft had two good hoists on his *Mephistopheles*—"Blue pendant, flag 4" and "G35"—although it would appear that the flags were rather too close together. Visitors may have noticed that these hoists were from the old code, which was changed in December, 1948, when the designs shown for G, 4 and 5 became obsolete, while the chequered 3 was retained as the "Aster" flag. Other good signal flags, together with the Fishery

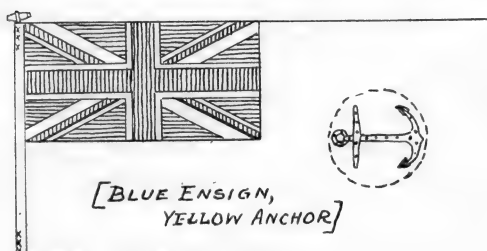


Fig. 1. ADMIRALTY SERVICE. (DOTTED CIRCLE SHOWS SIZE AND POSITION, WHERE APPLICABLE, BUT IT DOES NOT APPEAR ON THIS PARTICULAR ENSIGN)

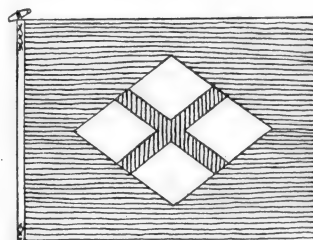


Fig. 2. J. WILLIS'
HOUSE-FLAG. (CUTTY SARK)
[BLUE GROUND, RED CROSS]

Anglia towing "Cleopatra's Needle." But he had some close rivals, particularly D. S. Anthes, who showed two signal hoists on his tanker *Beaconstreet*—"HV" and "52"; I take these to mean "Vessel whose Convoy (or other) number is 52 is standing into danger"*; his Blue Ensign, however, showed the anchor badge much too low. According to Admiralty diagrams, ensing badges are set in a circle (real or imaginary) placed in the centre of the fly (Fig. 1); this badge was more correctly shown by L. Hall on his R.F.A. *Bacchus*.

H. G. Elve showed some good flags on his *Highland Monarch*, with the Red Ensign at the peak of the gaff and "H" at the starboard yardarm ("I have a pilot on board"); the public, however, were

flag, appeared on A. N. Hardy's H.M.S. *Valena*; I am not certain whether these represent the pre-December 1948 naval "A2" and "Zero 28," or the International Code "YX" ("You should wait until the weather moderates") and "PXT" ("Visibility is good"); probably the latter if the vessel is on Fishery Protection duties.

A very unusual exhibit, as far as flags are concerned, was J. N. Hampton's LCI(S) 518, which included a complete miniature signal locker, with all the flags neatly stowed in their pigeonholes—a sizeable fixture in any ship, but one rarely depicted by the modeller.

Turning to earlier days, A. E. Field's carefully painted flags on his cup-winning Spanish carrack were correctly hoisted by a series of rings or ribands, with the flag of Castile and Leon at the main masthead, and its corresponding pendant at the mizen

*Since writing the above, I learn from Mr. Anthes, who served on board the *Beaconstreet*, that the signals are not in International Code, but in the 1944 Convoy Code, in which "HV" meant "Form up convoy," while "52" was *Beaconstreet's* own convoy number.

yardarm; since his model was deliberately *not* Columbus' *Santa Maria*, he correctly omitted the white flag with the green cross and crowned initials, flown by Columbus at the fore, and substituted a red flag with a religious figure, typical of the period.

H.M.S. *Prince*, of 1670, by J. E. Longhurst, had effective flags of paper, realistically crumpled, showing the large Red Ensign with St. George's Cross in the canton, the Stuart Union Jack at the jackstaff, and one of the earliest of all our signal flags—the plain red, which, from the middle of the 17th century until 1790, indicated (when hoisted at the fore) "Engage the enemy"; as signal flag No. 1 of Howe's 1790 Signal Code it had the same meaning when hoisted singly, until it disappeared in 1799. Unlike the Science Museum model, the Royal Standard (as Lord High Admiral's flag) was not shown at the main, neither was the red vane at the mizen, consequently the plain red flag at the fore could alternatively represent the flag of the Vice-Admiral of the Red.

The 50-gun ship of 1736, by R. J. Collins, showed the 1707 White (St. George's) Ensign and the contemporary Union Jack both quite well made but in the modern proportions of 2×1 instead of the rather squarer pattern more usual in the 17th and 18th centuries; also the mast-head pendant, divided blue and white horizontally, should have been white, with a St. George's Cross in the hoist (to match the squadronic ensign). I understand that the model of this ship in the Science Museum displays the Union, or Common, Pendant (red, white, and blue horizontally, with St. George's Cross in the hoist), but this would probably only be flown by ships unattached to a squadron, and therefore under the Red Ensign.

The White Pendant was correctly shown by J. T. Shenton, on his 32-gun frigate, which wore the White Ensign, while C. Gillard had the Common Pendant on his model of Capt. Cook's *Endeavour Bark* of 1786, with a correct Red Ensign; the correctness of his other two flags is very doubtful, since the ship was on detached duty and not forming part of a squadron; the St. George's flag at the mizen could not, therefore, be the flag of a Rear-Admiral of the White, neither could it be intended for a Genoese Ensign (similar to our St. George's flag, but longer in proportion) which was used at that time as a signal flag, and, when hoisted at the mizen, was the Admiral's signal for the Rear-Admiral of the Blue and his division to draw into

line ahead; similarly, the Union at the fore was the Admiral's signal for the van of the fleet to tack first, and, although repeated by other ships, it is unlikely that the *Endeavour* would be doing this unless forming part of a squadron under the appropriate ensign and pendant.

Henry Hudson's ship, *D'Halve Maen*, by B. A. Mason, flew mainly the correct flags, with the Amsterdam flag at the fore, the Dutch East India Company's flag at the main, and the "Prince's Flag" (orange, white, and blue) at the mizen, but the ensign aft had the central arms of Amsterdam incorrectly coloured in vertical stripes of red-black-blue, instead of red-black-red; this error was repeated on the decorated sails, which should not have been decorated in any case. The modern Dutch tug *Zwarte Zee*, by W. E. Morriss, had good signal flags and ensign, the latter being in the correct Dutch proportions of 3×2 , but another Dutch ship, M.S. *Tegelberg* appeared to have too long an ensign, approximately 2×1 , although its house-flag was excellent.

It is impossible to comment on all the flags, but some good ones were noticed on C. S. Sandeman's yacht *Colean*, E. N. Taylor's *City of London*, and T. H. Vinnicombe's Air Sea Rescue Launch, but his R.A.F. Ensign was too pale a shade of blue and the signal flag (A of International Code, or U of former naval code) had the cut-out part of the blue fly filled in with white; perhaps there is an explanation for this.

Among the bad flags, one must mention some of the galleons, which still show the Elizabethan Royal Standard with the quarters transposed, or with white fleurs-de-lis instead of yellow (see MODEL SHIPS AND POWER BOATS, November, 1948), and even with red lions on yellow instead of vice versa. The *Unicorn* also had halyards instead of ribands, while the *Royal Prince* displayed an impossible combination of flags.

The only serious offender in the hardy annual howler of unauthorised craft flying the Union Flag, was the Hydroplane hull which had it hoisted at the stern, but there were several incorrectly painted ensigns in which the red diagonal cross ran right through the St. George's Cross (including some by modellers who similarly offended last year), notably Nos. 5/2 and 5/3, while No. 6/20 also had the colours of Willis's *Cutty Sark* house-flag reversed—red, with a blue saltire over a white diamond (the diagonal cross running to the corners of the flag), instead of blue, with a red saltire on the white diamond only (Fig. 2).

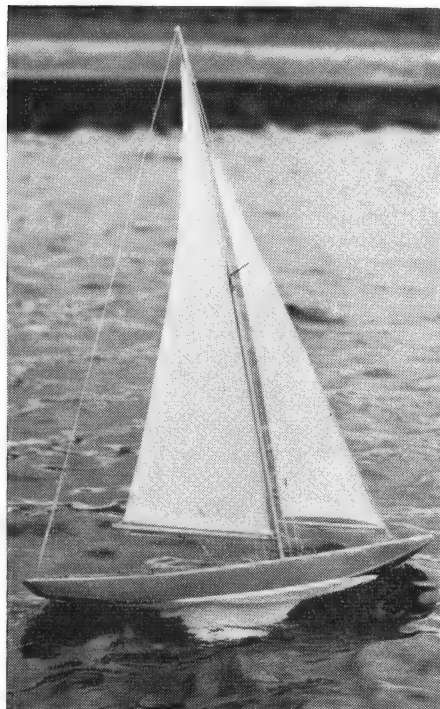
For the Bookshelf

THE MODEL SHIPBUILDER. By the late Commander J. K. D. Hutchinson, R.N. (Retd.) and Commander G. C. Portch, R.N.R. (Retd.). *G. Bell & Sons Ltd.*, 12s. 6d. 107 pp.

The first portion of this book describes the construction of a working model of an S Class Destroyer, and a model of a high speed motorboat. In each case useful photographs of the prototype are given and also folding plates with scale drawings of the models. On the death of Commander Hutchinson the book was completed by Commander Portch, his contribution consisting of a section on hull design, and complete instructions for the construction of a working model of a modern coaster. Photographs of the model at various stages of its construction are given and also a folding plate with a scale drawing of the model. The book is not intended for the experienced modelmaker, but rather as a guide to the beginner in the craft. Once

he has made the three models described, he should be able to take on any model of a power driven vessel. The instructions concern themselves more with the hull than with the deck details, although these are described in more or less detail. The methods of hull construction described are carving from the solid, and the "bread and butter" system. Hints are given on the installation of the power plant which, in each case, is electric. The section on hull design will be very useful, as clear thinking on this subject prevents much wasted effort in construction. We think the coaster would look better with a smaller windlass on the fo'c'sle head, and we do not particularly care for the unrelieved square front of the bridge. Also, should not the name of the wood "Obesie" be spelt "Obeche"? However, the book is certain to be helpful to the inexperienced ship modeller, and we can thoroughly recommend it.

TRADE TOPICS



A WELL-DESIGNED kit can be of great assistance to the inexperienced ship modeller and especially to the beginner in the craft. If the kit is accompanied by full-sized drawings and a book or leaflet of instructions, the would-be constructor is well on the way to the finished model. Moreover, the kit solves the problem of materials, which can be a very real problem in these days of limited supplies. One of the best kits we have seen recently is that supplied by Ato Model Crafts, of Belfast, for the model racing yacht "Jana." The hull is 30 in. long and is of the hard chine type, having bulkheads mounted on a wooden keel, and with a covering of 2 mm. thick obeche. Everything necessary for building the model is included in the kit and the whole builds into a very useful model.

Another kit sent us by the same firm is that for the smaller model yacht "Janis." This is based on the small cabin cruiser of about 4 tons and has a hull length of 18 in. The hull is of balsa, and shaped blocks are supplied. This kit builds into a nice little model which sails really well, and should give hours of healthy enjoyment to the juvenile model yachtsman.

SHIP MODELS AT THE 1949 'M.E.' EXHIBITION

reviewed by 'Jason'

THE 1949 *Model Engineer* Exhibition had a very high average standard of craftsmanship in the ship model entries. There were four giants in the Steamer classes, but there were a couple of miniatures which had a better claim to be giants. As for the rest of the models the sailing ship cup winner was perhaps the most outstanding. The working models were in full strength in both sail and steam.

I was particularly pleased with the sailing ship working model class. I am not referring to the model yacht designs such as the "A" Class, 10 raters or marbleheads, but rather to working models of schooners, brigs and vessels of a like type not usually met with. The power boats were of a good standard and in full numbers. The sailing ships were generally very good with a falling off in the number of decorative models. There were very few sailing ships in the larger scales. I noticed a very fine free-lance model, the *Unicorn*, from High Wycombe. This modeller has found his right scale and his timbering and planking will, I think, take him further next time, especially if with a definite prototype, but he must not be tempted to hurry.

It is strange how the wheel goes round. The rise in the miniature standard of craftsmanship has had an effect upon the medium scales in the amount of detail work now included. It is a commonplace to note complete freedom from "scale-scattiness" so much so that one can describe much of the detail work as of miniature standard. Another interesting point. I believe that the "white rigging" bogey has been completely killed. I saw very few models with white running or standing gear. New readers should note that white ropes destroy the "balance" of a model. They obtrude themselves and make the model top-heavy. There were still a few models guilty of using one or maybe two sizes of rope for the whole job of rigging the ship. "Finish" this year showed a big improvement on previous exhibitions. Curiously enough some of the working models were the worst offenders. Surely a good hull finish is very helpful to them. I saw some paint marks which, on the prototype, would be about 2 in. proud.

The miniatures more than held their own this year in quality and in quantity. There were two outstanding models by McNarry of Barton-on-Sea, Hants, which I hope to discuss later.

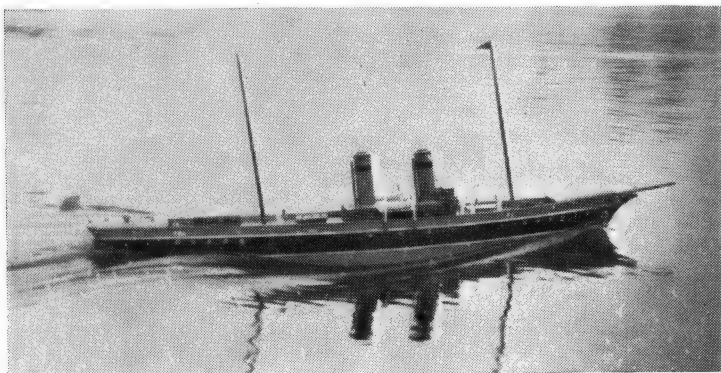
Now let us look at some of the Cup and Medal Winners. The Championship Cup for Sailing Ships was won by Mr. A. E. Field, of Walsall, with his model of a Spanish Carrack. It is no secret to say that this model closely represents our old friend the *Santa Maria*—but what a *Santa Maria*. She has been on the stocks for years and has a good foundation of extensive research work, plus a fine hull which is planked over formers. His whole woodwork

is a fine example of what such work should be. I liked particularly the wales and rubbers. The decks are "planed" throughout and his rigging is meritorious. There was a suit of sails quite satisfying to sailor or modeller alike, roping and cringle work apart. Faults and blemishes? Yes. My first quarrel is with the anchor type. It was of the sharply angular crown type. Surely this kind of anchor was not used in the Mediterranean. Even in England it was not introduced until about 1700, and then only in big ships of the King's Navy. The curved arms of the anchor have been commonly used in Europe for over a thousand years. I hesitate to be dogmatic about hands on the wooden stocks, for this small coaster would have anchors scarcely bigger than our modern kedge anchor. Quite possibly therefore the halves of the stock may have been bolted together but I'd be happier to see bands. I strongly suspect that Mr. Field "was looking over his shoulder" at the bogey of *Santa Maria*, thus his choice of a name for his model. He called it a representative model of an early XVI Century Spanish Carrack. So far, so good! But the Spanish authorities and a world-famous London illustrated periodical have recently been at much trouble to prove that Columbus's *Santa Maria* was an ordinary coaster and would not have a fancy beakhead and fo'c'sle such as is usually attributed to the *Santa Maria*. Considering carefully the weight of authority against me, I profoundly disagree. Here are my reasons. It will be agreed that Columbus bought some old coasters for his purpose. He was on a venture into the unknown. He would probably meet enemies. It would be foolish not to prepare for such eventualities. Sea fighting tactics of those days required a castle at each end of the ship to destroy boarding attempts in the waist. Moreover the beak and high fo'c'sle head was a pre-requisite for boarding an enemy. The high stern was common to coasters of that time. Columbus had had much fighting experience against the corsairs of the North African coast. It is quite unthinkable therefore that he would adventure off into the unknown without the protection of a fo'c'stle of sorts. The normal crew of such a coaster might be ten or a dozen men. He had four times as many and all suitably armed. If then my reasoning is correct, Mr. Field erred in switching from *Santa Maria* to Spanish Carrack, and he caps it by giving his ship regal decorations not usually found in coasters. However, his craftsmanship and artistry carried him through, there being no serious opposition, apart from the topsail schooner *Culumbine* by Mr. C. J. Clarke. As to the Championship Cup for Steamers the judges here faced a difficult problem right from the start. There were three exhibition models of steamers whose work in detail was quite up to miniature standard and whose decks in each

example were full enough with detail to give a vivid impression of ships alive. Nowhere could one point to any items of "scale-scattiness" yet each of the models were round about the 20-24 in. length. Two were waterline models in "seas" yet neither of these "seas" impressed me very much. The other was just a little astern of the others in his detail work. It was nothing much, mark you, but it was a difference. The tanker *Beaconstreet* by Mr. D. S. Anthes (Sheffield) was of a wartime vintage complete with guns and ascoustic mine "outrigger." This modeller was somewhat handicapped by reason of his two tones of very drab grey warpaint. His scale was $\frac{1}{16}$ in. and his anchor cable was handmade. Moreover he had studded his links. His rail work was surprisingly good and his boats were packed full of the normal gear, plus the pilot's ladder in each case. He had decked the lower bridge and poops and his decks were planked each to the correct scale $\frac{1}{48}$ in. wide. His

by Mr. W. C. Beaman, to the scale of $\frac{3}{64}$ in. to 1 ft. was the third of this fine trio of models. With her greys, whites, reds, blacks and greens she lent herself as a pleasant picture. The full hull was enhanced by a superb finish. Wild horses would not tempt me to name these three models in their one, two, three order.

This leads me to the winner of the Championship Cup for Steamers, the *Chieftan*, a working model of an estuary tugboat by Mr. T. Fletcher, of Colne. Even at a distance the superb finish caught the eye. There were some who grumbled that such tugs were "drab" and knocked about a bit. Well, the *Chieftan* was fresh from the builders at least once in her career. Her deck details seemed to place her astern of the other three challengers until the deck was lifted to show the power unit. Here was workmanship of a high order, a compound marine engine, a Weir pump, a Scotch boiler, a splendid layout in a very spacious hull of wooden planks and ribs with four well-placed



An old veteran; Mr. W. Butler's steam yacht "Mary Dean." (See West London P.B. Club Regatta report last month)

Admiralty anchor in the fly of his ensign had slipped down. On the other hand, his flying steel ladders (with handrails too) leading up to the "gun-tabs" were seen by only one in ten visitors, so fine were they. He went farther than the other two and achieved much, even though his scale was larger. A certain unevenness was noticed along the upper edges of his hull form. Many people mistook his logship boom for a boat-boom and most did not even see the log-line streaming along the starboard side. Now for Mr. E. Norman Taylor with his model *City of London*, an Ellerman liner at a scale of 1 in. to 25 ft. Like the *Beaconstreet* his decks were planked. His rail work was superb. He had the advantage of peacetime colouring as against the wartime drabness of the *Beaconstreet*. I want to make it clear that the colouring does not influence the judges. The *Beaconstreet's* only splashes were the tiny coloured valve cocks along the decks. Mr. Taylor's work is now well known to modellers and his standard, generally, was quite up to his *Livorno* of last year. I think this modeller excels in his winches and his windlass. His finish was of a very high standard. The *Port Pirie*, modelled

deck beams. The whole deck and most of the details were metal. They were nicely balanced of correct scale and finish. Now I'm curious to know if Mr. Fletcher can start and stop his engine without lifting the deck. He must have some method of doing so for he is an experienced power-boat man. One had to look no farther than his workmanship to see that. The whole job was characterised by a cleanliness and balance seldom seen in a steam power unit. Mr. Fletcher has achieved what few have done before—won the Cup in two successive years.

Well I've come to the end of my limited space and I've scarcely scratched at all the things I want to say, particularly in general constructive criticism. This however I'll have to leave over to a more favourable occasion.

I want to mention before closing, how grateful ship modelling visitors were to the Stewards who manned the Ship Model Societies' Stand, particularly to Messrs. H. V. Evans and W. H. Honey who carried out the "dressing" and other arrangements. Included in this is a word of praise for Mr. I. Marsh who was a valuable asset in furthering an interest in good and accurate ship modelling.

News from the Clubs

THE MODEL POWER BOAT ASSOCIATION

The Grand Regatta of the Model Power Boat Association this year was one of the most successful they have ever had. The number of entries showed a great increase over previous years and competitors and spectators came from as far away as Bedford, Bristol, Coventry, Portsmouth and Southend. The weather was perfect throughout and the events followed one another without interruption or delay. There were some 60 boats in the Nomination and Steering events and the entries in the three racing classes numbered over 30. There were plenty of thrills during the racing events, the Class B record being broken during the Regatta and again after the prize-giving at a special attempt by F. Jutton with his flash steamer *Vesta II*. The prototypes included every conceivable type, battleships, destroyers, liners, launches, tugs, drifters and paddle steamers. The veteran steam yacht *Mary Dean* was well in evidence and provided an object lesson in steady running and general sea-worthiness.

The following is a summary of the results:

70 yd. Nomination Race for free-running boats.

1. Mr. Eldredge (Victoria)	<i>Crested Eagle</i>	... 0.71	% error
2. Mr. Mitchell (Victoria)	<i>Glen Helen</i>	... 0.9	
3. Mr. Ford (Portsmouth)	<i>Katrina</i>	... 1.7	

Class C (Restricted) Hydroplanes

1. Mr. Kington (Bristol)...	<i>Kiwi</i>	... 47.2	m.p.h.
2. Mr. Phillips (S. London)	—	... 40.8	
3. Mr. Brearly (Derby) ...	<i>Bitza</i>	... 37.1	

Class B (Mear's Trophy)

1. Mr. Jutton (Guildford)	<i>Vesta II</i>	... 48.0	m.p.h.
2. Mr. Collins (Victoria)	<i>Sharkie</i>	... 40.0	
3. Mr. Lines (Orpington)	<i>Sparky</i>	... 39.2	

As there were so many competitors there was no interval for lunch, the Steering Competition following without any delay. The winner was the veteran *Mary Dean* which received a great ovation.

1. Mr. Butler (W. London)	<i>Mary Dean</i>	... 13	pts.
2. Mr. Rayman (Blackheath)	<i>Yvonne</i>	... 11	
3. Mr. Porter (Victoria) ...	<i>Slickery</i>	... 10	

Victory Cup for Class C

1. Mr. J. H. Benson (Blackheath)	<i>Moth</i>	... 38.2	m.p.h.
2. Mr. Barnes (Derby) ...	<i>Luna</i>	... 29.3	

Speed Championship for A Class

1. Mr. B. Miles (Malden)	<i>Barracuda</i>	... 48.4	m.p.h.
2. Mr. Clifford (Victoria)	<i>Blue Streak</i>	... 46.3	
3. Mr. K. Williams (Bournville)	<i>Faro</i>	... 45.4	

In this event it was interesting to note that the larger engines still retain their popularity. A welcome re-appearance was made by Mr. A. Cockman with his flash steamer *Ifit V* which with Mr. Pilliner's *Ginger* were the only two flash steamers entered. *Ginger* capsized but *Ifit V* made two clean runs the faster of the two being at 39 m.p.h.

The Crebbin Trophy (awarded to the fastest flash steamer) again went to Mr. Jutton for his speed of 48 m.p.h. in the Class B race.

The Prototype Cup was won by Mr. Maclellan, of the West London P.B. Club, with his steam drifter P26, thus repeating his success of last year, the judges being Mr. E. Bowness and Mr. W. Donnelly, of Modderest, Transvaal, S. Africa.

After the prize-giving, Messrs. Mitchell and Jutton were allowed an attempt on the Class B record with official timing. This provided further thrills, Mr. Mitchell's *Beta II* capsizing at high speed. Mr. Jutton's boat also capsized, but not until it had done 51 m.p.h. for five laps. This is a new record and the fastest timed speed for a flash steamer in any class. This was a fitting end to a very enjoyable day's sport. The clubs taking part were Altrincham, Bedford, Blackheath, Bournville, Bristol, Coventry, Derby, Enfield and District, Kingsmere, Malden, N. London, Orpington, Portsmouth, Runcorn, Southampton, S. London, Swindon, Victoria, and W. London.

WALLASEY MODEL POWER BOAT AND YACHT CLUB

We have been asked to announce the formation of this new club, the main interest of which, at present, is in prototype models of which the club has several and several more building. The Hon. Secretary, Howard A. Jackson, will welcome any prospective members as the club is most anxious to increase its membership; anyone wishing to obtain further details and information should contact Mr. Jackson at 21, Deveraux Drive, Wallasey, Cheshire. We hope to publish news of the Club's activities from time to time, and meanwhile, wish it every success.

GUILDFORD ANNUAL POWER BOAT REGATTA

The above event held here on Sunday, August 14th, was a great success. Twenty-five boats took part in straight running, steering and nomination events, followed by A, B and C Class hydroplanes. Results were as follows:

1. Mr. Ettridge *Royal Sovereign* 1.3 per cent. error.
2. Mr. Haggars 6.1 per cent. error.

Steering.

1. Mr. Benson *Comet* 8 points.
 2. Mr. Porter *Slickery* 6 points.
- "A" Class 600 yds.
Mr. Miles *M20* 45.5 m.p.h., 26.7 sec.
Mr. Williams *Faro* 45.2 m.p.h., 26.8 sec.
- "B" Class 300 yd.
Mr. Collins *Sharkie* 39.3 m.p.h., 15.6 sec.
Mr. Juttons *Vesta* 38.8 m.p.h., 15.8 sec.
- "C" Class
Mr. Miles, 25.6 m.p.h., 24. sec.
- "C" Class (restricted)
Mr. Phillips *S.8* 37.2 m.p.h., 16.5 sec.
Mr. Stone *S.6* 35 m.p.h., 17.5 sec.

Prizes were presented by Mr. Vanner, President of the M.P.B.A. All London clubs, and Bournville, were represented.

THE MODEL YACHTING ASSOCIATION

The National and International "A" Class Championship races were held at Fleetwood from August 8th to 17th. The weather conditions were ideal—fresh to strong breezes and plenty of sunshine. There were 43 starters for the National event and crowds of spectators—up to 3,000 on one day of the International event. The large number of entries necessitated sailing in two fleets, with a final contest for the leading twelve boats. The winner was *Scamp*, owned and skippered by Mr. L. K. Corrooin, of the Fleetwood M.Y. Club, who captured the British National Championship and the Scrutton Cup, and consequently became the British representative for the International event. In this event, after three days racing, the American yacht *Ranger*, G. Bithel, Mate—Ballantyne, won by a substantial margin, and the famous International trophy, the *Yachting Monthly* Cup goes to the United States for the first time since the inauguration of the races in 1923. The full series were:

America	<i>Ranger</i>	G. Bithel	119½ pts.
Gt. Britain	<i>Scamp</i>	L. K. Corrooin	97 "
Denmark	<i>Revanche</i>	K. Ipsen	90 "
France	<i>Vic</i>	H. Boussey	64 "
Belgium	<i>Uilenspiegel</i>	Pde. Wael	29½ "

There was a good competition in the subsidiary International events. The "Allen Forbes" Cup for open water racing, which took place in Lake Windermere, on a six-mile course, was won by *Mish*, S. Croft, of the Windermere M.Y. Club, 2nd, *Revanche* (Denmark), K. Ipsen, 3rd, *Ranger* (U.S.A.), A. Ballantyne.

The "Wing and Wing" Cup, awarded to the yacht making the fastest timed run to leeward in the International was won by *Scamp*, L. K. Corrooin, which ran the 810 ft. length of the Fleetwood Lake in 1 min. 56½ sec.

The Officer of the Day for all these events was Mr. A. J. Bell, of the Bolton and Fleetwood M.Y. Clubs. The social side and the catering at the club house were ably managed by the members of the Fleetwood club (Mr. V. F. Wade, Commodore). The Mayor and Mayoress of Fleetwood attended the dinner and the presentation of the trophies and prizes.

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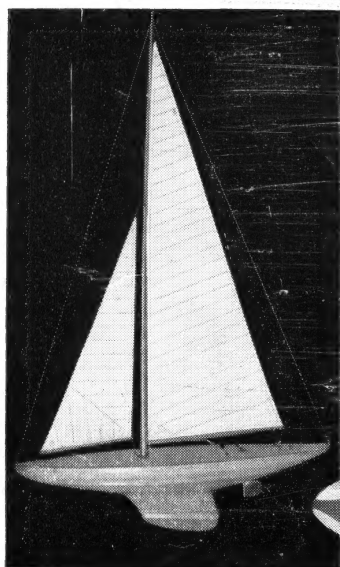
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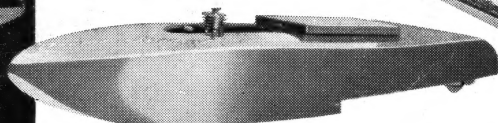
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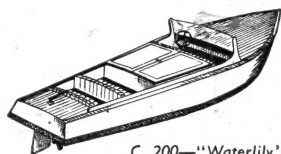
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